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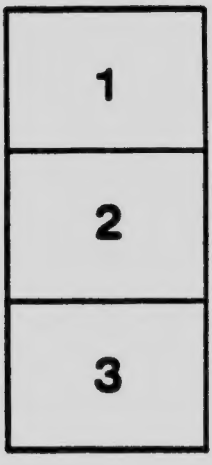

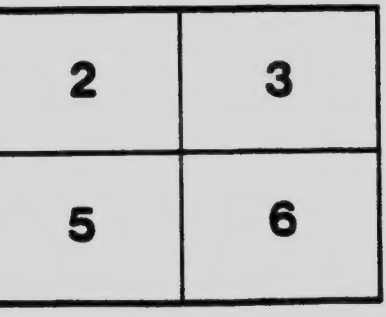

GRAND TRUNK RAILWAY SYSTEM

FACTS AND FEATURES OF INTEREST

To all Tourists and Travellers

That stamp the ONLY DOUBLE-TRACK ROUTE in Canada as the superior and popular line to and from Montreal.

Lines radiate in every direction.
Unexcelled road bed which means comfort in travel.
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Superb Dining Car Service.
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The Grand Trunk is the Scenic Route through Canada and the only line reaching all Tourist Resorts in the "Highlands of Ontario." : : :

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PHONE MAIN 6905

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Operating nearly 7,000 miles of Railway, with 2,000 miles under construction.

CANADA'S SECOND TRANSCONTINENTAL

From MONTREAL to PORT MANN, on the British Columbia Coast, this Railway System is stimulating a remarkable development.

The Canadian Northern Steamships:

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Triple screw turbine steamers, 12,000 tons, 18,000 horse power.

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GUY TOMBS, Canadian Northern Building, MONTREAL, QUE.
H. C. BOURLIER, Canadian Northern Building, TORONTO.
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THE ONLY
THROUGH PULLMAN AND DINING CAR ROUTE BETWEEN

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and
WHITE MOUNTAINS, PORTLAND, BOSTON AND NEW YORK

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THE GRAND UNION, *The Popular Hotel of* Ottawa, Ont.

Situated opposite City Hall and Leading Theatre

RATES: $2.00 PER DAY AND UP, AMERICAN PLAN

Turkish, Electric and Shower Baths, with man in attendance.

Also

HOTEL VICTORIA, *Beautifully-situated Summer Hotel on* Lake Deschenes

Eight miles up the Ottawa River.
Street cars run from Ottawa every few minutes.

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HOTEL ST. DENIS

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Home Comforts without Extravagance

THIS famous hotel has been renovated, redecorated, refurnished, and many modern, up-to-date appointments have been installed, and it can be compared favorably with any in the city.

The only first-class hotel near all steamship lines.

Within easy access of every point of interest.

Half block from Wanamaker's.

Five minutes' walk of shopping districts.

Noted for: Excellence of Cuisine, Comfortable Appointments, Courteous Service and :: :: :: homelike surroundings :: :: ::

The very best accommodations in the city at

$1.00 Per Day Up

7 minutes from Grand Central Depot.
10 minutes to leading stores and theatres.

ST. DENIS HOTEL CO.

ALSO STANWIX HALL HOTEL, ALBANY, N. Y.

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Montreal's Most Exclusive
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¶ Visitors to Montreal are cordially invited to inspect our extensive assortments of exclusive imported novelties in feminine apparel and dress accessories.

¶ We are specialists in everything that women and children wear.

¶ Millinery, Suits, Dresses, Coats and Costumes, representative of the authoritative and most exclusive styles of London, Paris, Vienna and New York, displayed in a wide variety.

¶ Our assortment of Real Irish Laces is one of the most complete in America.

MONTREAL

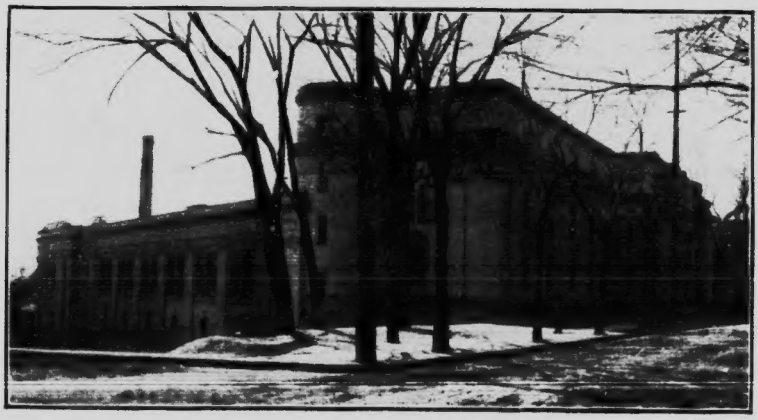
PROVINCE OF QUEBEC

CANADA

Copyright, Canada, 1910, by Henry Miles.

MONTREAL, a city of some 500,000 souls, so named from the Mountain between whose base and the mighty St. Lawrence the city lies, is the commercial metropolis and national port of Canada. Situated at the head of navigation of one of the greatest of rivers—a river which drains a most fertile and generous land—Montreal is destined to occupy a foremost rank among the cities of the continent. In the year 1535, Jacques Cartier came up the St. Lawrence to where the city now stands, and found a large, well-fortified Indian town called Hochelaga. In 1611, Champlain established a trading-post and called it Place Royale. In 1642, Paul de Chomedy, Sieur de Maisonneuve, landed on the island and laid the lasting foundation of the city. Canada remained a French colony till the Treaty of Paris, in 1763, when Montreal became a British city.

Its growth in population has been consistent. At the time of the cession to Great Britain the city had only a population of some 3,000; at the beginning of the last century this had increased to 12,000 and at the present time she boasts of some 500,000 inhabitants.



New Technical School, Sherbrooke Street, West.

Situated on the island of Montreal, the largest of a group of islands formed by the confluence of the Ottawa with the St. Lawrence river, one thousand miles from the open sea, its position is picturesque to a degree. Behind is the beautifully wooded Mount Royal, in front the majestic St. Lawrence, and in the distance the mountains of northern New York. Montreal is the head of ocean navigation, and the key to and from the great interior of the Dominion.

St. James's Club.

The Lachine Rapids above the city were first run by a steamer in the summer of 1840, by the side-wheeler "Ontario," afterwards known as the 'Lord Sydenham" Running these rapid. is a most exciting experience. Steamers descend daily.

Not only is Montreal the key to the great waterways of Canada, but it is also the chief railway centre of the Dominion.

To facilitate direct railway communication with the city two magnificent bridges span the St. Lawrence. The Victoria Jubilee Bridge, a wonderful structure opened for traffic by the Grand Trunk Railway in 1860, by His late Majesty King Edward VII., then Prince of Wales, is a double-track steel open-girder bridge, with carriage-ways and foot-walks on either side of the main trusses. The Montreal and Southern Counties Railway also operate an electric line over this bridge between Montreal, St. Lambert, Montreal South and Longueuil, making a delightful trip during the warm summer days. The Canadian Pacific Railway bridge, at Lachine, is also a triumph of engineering. The Canadian Northern enters the city from the east over the Back River and is constructing a large bridge over the Ottawa for the entrance of the western lines.

On account of the relatively small distance between the mountain and the River St. Lawrence, the development of the city has been largely North and South (known locally as East and West), but the recent decision of the Canadian

Northern Railway to tunnel Mount Royal, 3.3 miles, and spend some twenty millions of dollars in terminals, etc., opens up the whole country behind the mountain for settlement and provides the necessary rapid transit—the general plan being similar to the Pennsylvania Tunnels in New York City.

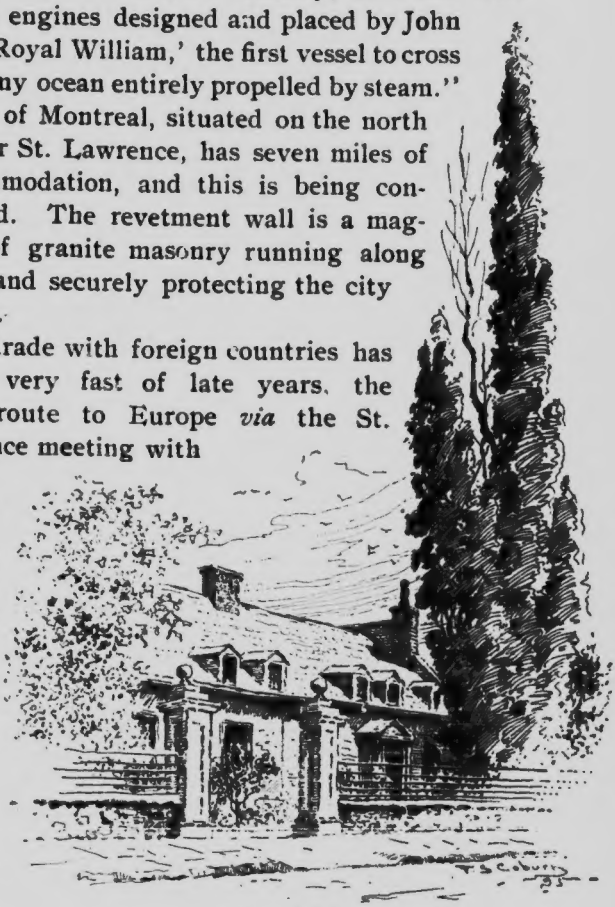
Ocean steamships run direct between Montreal and British ports, as also to several Continental ports. Ocean tonnage, 1,911,413 tons; Inland, 3,146,494 tons. In connection with the large ocean traffic the following tablet, found on the walls of the Canadian Rubber Company's works on Notre Dame street, records this interesting fact: "1829-1833. The Pioneer of Steam Navigation. On this site, stood Bennet & Henderson's foundry, in which were erected the two engines designed and placed by John Bennet on the 'Royal William,' the first vessel to cross the Atlantic or any ocean entirely propelled by steam."

The Harbor of Montreal, situated on the north side of the River St. Lawrence, has seven miles of wharfage accommodation, and this is being constantly increased. The revetment wall is a magnificent piece of granite masonry running along the river front and securely protecting the city from inundation.

The City's Foreign Trade.

Montreal's trade with foreign countries has grown very fast of late years, the short route to Europe *via* the St. Lawrence meeting with universal commendation of trader and passenger alike. Montreal is the great export centre of the continent for dairy produce and grain.

The exports from the Port of Montreal for the year 1911



Château de Ramezay.

amounted to $74,330,938.00, and the value of the imports to $116,866,171.00. The Customs duty collected at Montreal for the year ending March 31st, 1912, amounted to $19,951,815.00.

Built chiefly of limestone, of which there is an inexhaustible supply at hand, Montreal's public and private buildings wear a look of stability, comfort and wealth. Many of its private residences, university buildings and churches are magnificent examples of architecture.

Montreal has many pleasure grounds, and its parks and squares are laid out with good taste. There are three

Royal Victoria College.

large public parks—Mount Royal, St. Helen's Island and Parc Lafontaine.

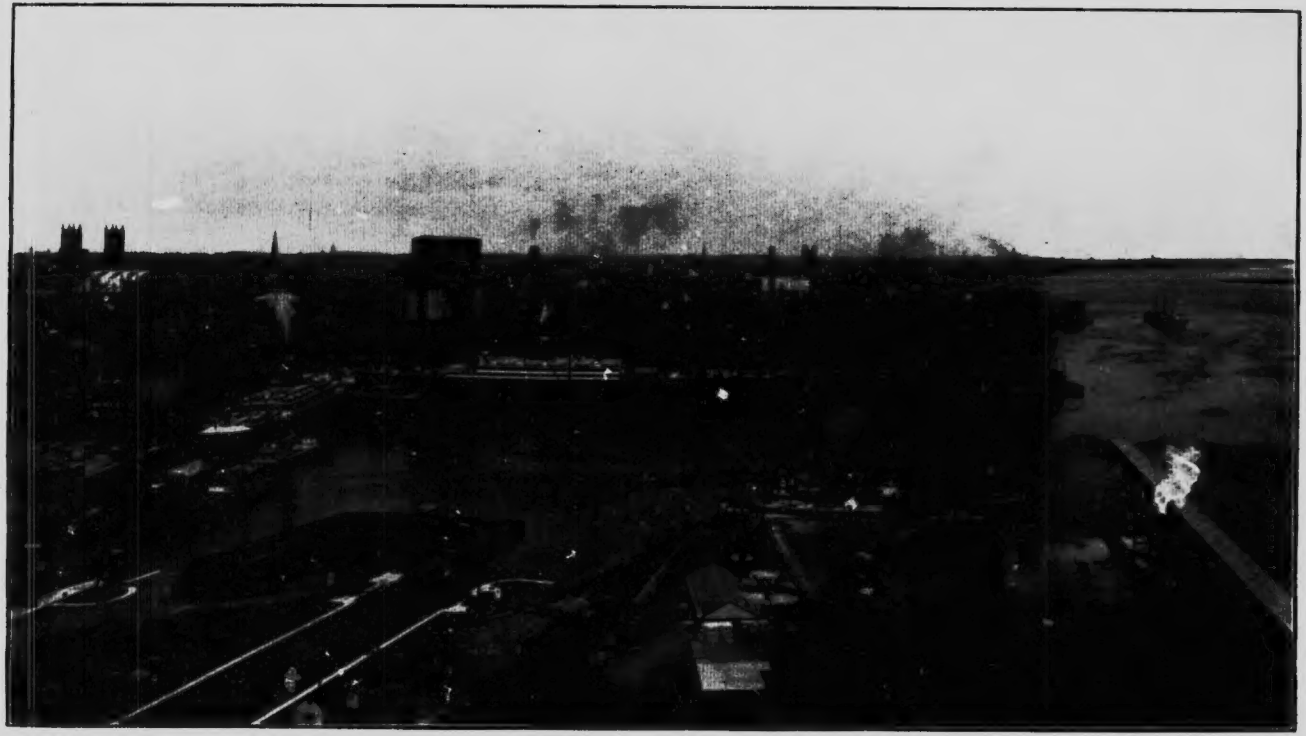
Montreal's Pleasure Grounds.

Mount Royal is an ideal crown for a city. Rising directly behind the city, it is covered to the summit with beautiful trees; a most enchanting panoramic view of the city and the surrounding country is obtained from the "Look-out."

Mount Royal is about nine hundred feet above the sea, and seven hundred and forty feet above the river. The portion set apart as a park contains four hundred and sixty-four acres.

Alongside the Protestant Cemetery, to the south, on another face of the mountain slope, lies the Roman Catholic Cemetery.

The Park on the Island of St. Helen contains 128 acres. It was named by Champlain after his wife, Hélène de Bouilli, and bought by him with her dowry.



A VIEW OF THE HARBOUR OF MONTREAL.

The Champ-de-Mars is situated on the slope between Craig street and Notre Dame street, at the east end of St. James street. Here the British regiments stationed in the city paraded, and it is still used as a parade-ground by our volunteers.

Place Viger is situated on Craig street. Opposite the square on Craig street stands the Canadian Pacific Station and magnificent Place Viger Hotel.

The area of the city is 40½ square miles.

The parks and squares reserved in the various districts of the city and St. Helen's Island have a total area of 829 acres, and have an estimated value of $15,000,000. Powerful engines raise the water of the river to two reservoirs on the side of the mountain. The streets of the city cross one another at right angles, and the mileage of the same exceeds 300 miles, and the electric tramway lines have 231 miles of (single) tracks. The taxable property is valued at $381,000,000.00 and the value of exempt property is $120,000,000.00.

Historical Tablets and Ancient Landmarks.

On the Leeming-Miles Building, in which is the Tourist Information Bureau, the site of the residence of Lamothe Cadillac, the founder of Detroit, is recorded.

Visitors to Montreal should call early at the Tourist Information Bureau, No. 4 St. Lawrence Boulevard. In this office one can obtain serviceable direction towards enjoying the stay in the city. A Register is kept here of private accommodation available. Information will be given in regard to all the hotels, places of amusement, trips in and about Montreal, etc. Ask for the leaflet issued by the Montreal Street Railway, entitled "Trolley Trips in and About Montreal." This enables one to get about with greater facility and without needless loss of time.

Read the Cab Tariff which is inserted at the end of this booklet. Secure a list of the Historical Tablets to be seen in various parts of the city. These tablets are affixed to the walls of many of the buildings and record a wide range of ancient and interesting history.

Directions for shopping in the city will also be furnished in this office maintained by the Montreal Business Men's League. The service of the office is free to strangers. Tourists are invited to use the address—Montreal Busi-

A FEW OF MONTREAL'S RESIDENCES.

Lord Strathcona and Mount Royal.
Sir H. Montagu Allan.
Mr. James Ross.
Mrs Stephens.
Mr. C. R. Hosmer.
Mr. Mortimer B. Davis.
Mr. F. W. Thompson.
Mr. D. McNicoll.

Dorchester Street, Montreal.

ness Men's League, 4 St. Lawrence Boulevard, Montreal (Post Office Box 1605), for telegrams or letters. Mail will also be forwarded as may be desired.

Aside from the many attractions Montreal has to offer the tourist within its gates, also may be mentioned the splendid opportunity the city offers for short outings by water.

Fishing and hunting in Canada is an inexpensive sport, as compared with other sections of the continent, particularly if it is gone about in the right manner.

Within a ride of an hour or two of Montreal, black bass, doré and maskinongé fishing can be obtained which would warm the heart of the average angler.

Brome Lake, near Knowlton, is famous for its large black bass; Lake Memphremagog, partly in the Province of Quebec and partly in Vermont, for large grey trout and pickerel. The waters in the latter section are well filled with speckled trout.

To the north of Montreal in what is known as the "Laurentian Lakeland," are literally hundreds of lakes which abound with fish.

In the autumn, red deer, partridge and duck also abound in this section.

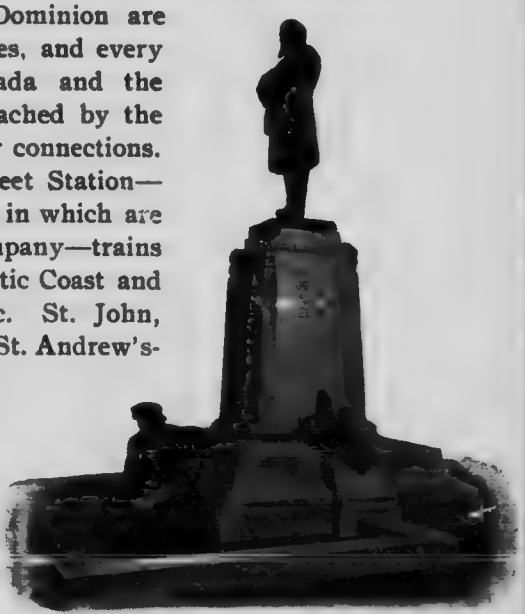
The Province of Quebec is governed by a Lieutenant-Governor, a Legislative Council and a Legislative Assembly. The first two branches named are appointed, and the members of the Assembly are elected by the people. The Honorable Sir Lomer Gouin, Prime Minister of the Province, is recognized by French and English alike as a man of great ability, with sterling principles of honesty and integrity, he brings with this position a great honor to the commercial metropolis of Canada, of which he was for many years a resident and representative.

The City of Quebec is beyond description. It is unique among the cities of the continent. To one coming from the busy West and South, everything here is strange and new, for despite its commercial progress, the past and present seem inseparably interwoven.

With railway lines and water routes stretching more than half way round the world, and with an army of over 80,000 employees, the Canadian Pacific Railway Company has its headquarters in Montreal.

The Company's operations are world embracing, and by its own ships and trains the journey can be made between Great Britain and Hong Kong, a half circuit of the globe. All the provinces of the Dominion are gridironed with its branches, and every important point in Canada and the United States may be reached by the Company's trains and their connections.

From the Windsor Street Station—a massive stone structure in which are the head offices of the Company—trains run eastwardly to th Atlantic Coast and westwardly to the Pacific. St. John, New Brunswick, Halifax, St. Andrew's-by-the-Sea, and other places in the Maritime Provinces, and Boston, New York, Portland and the many summer resorts of the Atlantic; to the west, the Kawartha Lakes, Toronto, Hamilton, Muskoka Lakes, Georgian Bay.



Monument on Place Royale to Hon. John Young.

Niagara Falls, Buffalo, Detroit and Chicago, and on the main transcontinental line, Caledonia Springs—a favorite health resort—Ottawa, Winnipeg and to the west Vancouver and Victoria are reached by the Company's trains.

Canadian Pacific Railway Place Viger Station.

The Soo, St. Paul, Minneapolis and the Western States are also brought in close contact by the "Soo" trains which arrive at and leave the Windsor Street Station.

From the Place Viger Station the trains of the Canadian Pacific run through the Laurentian mountains—a rare restful region in the summer months—and to Ottawa along the north bank of the Ottawa River. Other trains connect Quebec—that unique piece of European mediævalism in a western setting which no tourist to Montreal should miss seeing—with Montreal.

The grand resort of the sportsman—the St. Maurice, lying between Montreal and Quebec—is also traversed by the line of the Canadian Pacific Railway, and from either station in Montreal the Great Gatineau Valley and the Temiscaming—other regions with superlative attractions for the canoeist, the hunter and the angler—may be reached.

Besides the mileage of over 16,500 miles of railway, the Canadian Pacific has magnificent fleets on both the Atlantic and Pacific oceans.

On the Atlantic the service is between Liverpool,

Bristol and Antwerp and Quebec and Montreal in summer, and in winter, St. John, N.B. Included in this fleet are the two magnificent Empresses, the finest and fastest passenger steamships in the Canadian trade, which offer to the trans-Atlantic traveller the splendid scenery of the St. Lawrence River and less than four days at sea.

On the Pacific from Vancouver and Victoria the Company's ships steam to Japan, China and Hong Kong, and to Australia by way of Honolulu and the Fiji Islands.

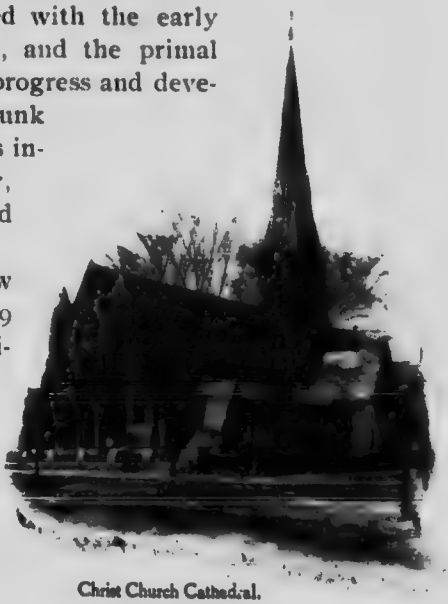
The Place Viger at Montreal, is only one of the many hotels owned and operated by the Canadian Pacific, and the excellent accommodation the traveller finds there is also to be found at St. Andrew's-by-the-Sea and MacAdam in New Brunswick, at the Château Frotenac at Quebec, at the Royal Alexandra at Winnipeg, at Banff, Lake Louise, Field, Emerald Lake, Glacier, Revelstoke and at Sicamus in the Canadian Rockies, at Balfour on Kootenay Lake, and at Vancouver and Victoria on the Pacific Coast ; the "Empress" at the latter city being, in the words of an American journalist, "the finest hotel on the Pacific between Alaska and Peru."

Building all its own rolling stock, the Canadian Pacific's equipment is naturally very superior.

One great feature of the Canadian Pacific, whether on land or water, is the excellence of its service.

Inseparably associated with the early history of the Dominion, and the primal factor in her subsequent progress and development is the Grand Trunk Railway System, which is indeed her pioneer railway, having been incorporated in 1852.

The system as now composed consists of 3,949 miles in Canada, in addition to which it has a mileage in the United States of 1,386 miles. The eastern termini of the main lines are at the City of Quebec ; at Portland, Maine, and at



Christ Church Cathedral.

Rouses Point on Lake Champlain, and the line extends from the first named point along the south shore of the St. Lawrence River to Richmond, where it joins the line from Portland, thence running westerly, being joined at St. Lambert by the main line from Rouses Point, and crossing the St. Lawrence at Montreal over the world-famed Victoria Jubilee Bridge.

From Montreal the line continues westerly to Toronto; from thence, with diverging line to the south and west to

Offices of the Grand Trunk Railway System and of the Canadian Express Co., Montreal.

Niagara Falls and Buffalo, to Windsor and Detroit, and to Sarnia and Port Huron, and northerly to Lake Huron and the Georgian Bay, and through the now famous "Highlands of Ontario," to North Bay. 650 miles of the Grand Trunk Railway System's main line is double tracked, and it is the only double-track railway in Canada reaching the principal centres.

The commercial importance of the system has been raised to the pinnacle of success during the last few years.

The Grand Trunk is now the longest continuous double-track line in the world under one management.

The weight of steel on the main line has been changed from 60 pounds to the yard to 100 pounds.

The Grand Trunk Pacific Railway, of which 3,000 miles

is completed, is now fast becoming a factor in the carrying of travel and trade from ocean to ocean. They are now operating trains from Westfort, at the head of Lake Superior, to Fitzhugh in the heart of the Canadian Rockies, and their trains and roadbed are considered of the best. In addition to the main line, regular service is being operated on a number of branch lines tapping Regina, Mirror, Yorkton and Canova, and 160 miles of line running east from Prince Rupert, B C., is now in service. Mr. Charles M. Hays, the late lamented President, conceived the project, which is aided by the Canadian Government and the Grand Trunk Railway Company of Canada. "Prince Rupert," which is the new city on the Pacific, will be the western terminus.

Transportation Building,
Corner St. James and St. François Xavier Streets,
Home of the City Ticket Office of the
Grand Trunk Railway System.

In addition to their rail service, the Grand Trunk Pacific have established a line of steamships between Seattle, Victoria, Vancouver, Prince Rupert, and Stewart, B.C.

This new line opens up a vast, fertile area in Northern Ontario, and new districts in the Prairie Provinces, and will shorten the run around the world by a week.

Naturally, a railroad system with such a mileage and with such varied connections offers a wide range of attraction to the tourist, every taste finding something to satisfy it. The vast expanse of inland seas, the varied beauty of wooded islands, the shimmering loveliness of lonely lakes, the foamy attractions of rapid streams, the charms of tree-clad hills, the grandeur of snow-clad mountains, and the awe-inspiring Niagara Falls are all found along this line.

One of the finest structures in Montreal is the general office building of the Grand Trunk Railway System, on McGill street, and which is well worthy of a visit.

The Ottawa division of the Grand Trunk from Montreal to Ottawa, and thence across to Parry Sound, carries the tourist through the famous Algonquin National Park of Ontario. This park is a reservation of over two thousand square miles, set apart by the Ontario Government for all time to come "for the benefit and enjoyment of the people." It is one of the most remarkable regions of lake and stream, primeval forest and rock that can be found anywhere. It is a great game preserve and a fisherman's paradise.

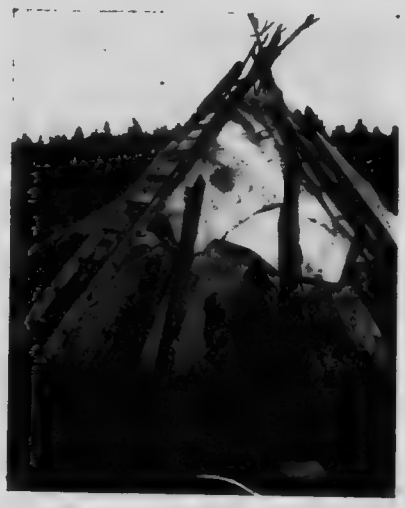
The "Chateau Laurier," at Ottawa, which is owned and operated by the Grand Trunk Railway System, is, without doubt, the finest hotel on this continent, not only architecturally, but also in regard to its general appointments.

It is the first of a chain of hotels the company propose building on its lines between the Atlantic and the Pacific.

The "International Limited," Canada's finest and fastest train, is the train *de luxe* of the Grand Trunk Railway System and leaves Montreal every day in the year for all points west.

Tourists visiting Montreal can go by boat or rail to Quebec, and thence through the White Mountains of New Hampshire. The Quebec Central Railway is a favorite tourist route from Quebec to all points in the White Mountains. Leaving Lévis, a magnificent view is obtained of Quebec and the majestic River St. Lawrence. As the train follows the river for several miles, the traveller is enabled to see to advantage the Beauport slopes and the Falls of Montmorency. Presently the train is abreast of the Isle of Orleans, whose low shores, with their expanse of farmland and groves of pine and oak, are still as lovely as when the wild grape festooned the primitive forests and Cartier named it "Isle Bacchus." The line runs past several typical Canadian villages and through the valley of the Chaudière River. Through this valley Benedict Arnold marched his army to Quebec one hundred and twenty-eight years ago. The scenery now hardly suggests the difficulties he had then to encounter. Thetford is celebrated for its asbestos mines. Black Lake Station receives its name from

the beautiful lake lying deep among the hills far below the railway. The district abounds in lakes and streams, wild and romantic scenes, and boundless forests. Here also are rich mines of asbestos, iron, marble and soapstone. At Dudswell a junction is made with the Maine Central Railroad, a direct route to the heart of the White Mountains and the coast of Maine. Along the banks of the St. Francis River, through a rich farming district, then over a series of deep ravines, through which raging torrents run, and Sherbrooke is reached. Connection is made here with the Grand Trunk Railway for Portland, the Boston and Maine Railroad for Newport, Boston and New York, and the Canadian Pacific Railway for points east.



Montagnais Indian Tepee, North of Lake St. John, Quebec & Lake St. John Railway.

Every new railway in Canada opens up country that has the charm of unsurpassed combinations of woodland, river and lake. The Canadian Northern—new short line between Quebec, Montreal and the Saguenay—has many special attractions. It skirts the St. Lawrence for some forty miles, giving a grand view of the mighty river at its most picturesque section, and affording as well a splendid variety of scenery, lake, stream, woodland and farm. The foothills of the Laurentian Mountains—a delight to the tourist—the beautiful St. Charles Valley and Cap Rouge lend a special interest to the traveller. Do not miss Lake St. Joseph, 20 miles from Quebec, and its beautiful hotel, 600 feet above the sea.

At Cap Rouge Jacques Cartier wintered in 1541. Many places on this line are associated with the final fight which France made for the possession of the northern half of North America.

The last river-side station you pass is Portneuf; but there is a station for Deschambault, the village of pilots.

There are nearly forty St. Lawrence pilots living in Deschambault. Pilotage on the St. Lawrence is almost like the House of Peers in its hereditary quality. There is a social, not to say moral distinction about the holder of a certificate that gives to this most delightful of French-Canadian villages a character and interest all its own.

In Ontario, the Canadian Northern Ontario Railway—the Lake Shore lines of the Muskokas—has a unique entrance to the Highlands of Ontario, and besides giving a direct access to the Muskoka Lakes, serves, from Parry Sound north to Gowganda Junction, some of the finest sporting territory in Eastern Canada, where there is an abundance of all kinds of game—finned, furred, feathered and antlered.

In Nova Scotia, the Halifax and South Western, one of the Canadian Northern lines, has opened up seven hundred miles of the ocean shore line between Halifax and Yarmouth for the delectation of the summer tourist and sportsman.

In the West, beginning at Port Arthur, there has been opened up a wonderful country from Thunder Bay to the Lake of the Woods, and culminating in a thousand miles of wheat-fields, half of which are through the amazingly picturesque and fertile Saskatchewan Valley.

The Canadian Northern System has about 7,000 miles in operation, some 2,000 under construction, and is truly a characteristic feature of the development of Twentieth Century Canada, and within two years will be a trans-continental line.

The Canadian Northern Atlantic Steamships—the Royal Line plying between Bristol, the hub port of Great Britain, and Quebec and Montreal. The new triple screw steamers, "Royal George" and "Royal Edward," are the most luxuriously appointed and fastest steamships in the Canadian trade, and in connection with a two-hour train service over the Great Western Railway to London, Eng., effect a considerable reduction in time over all existing routes. The American traveller, *viâ* the St. Lawrence route, now gets better accommodation than *viâ* New York, at no greater cost, and a trip through lower Canada and one thousand miles of sheltered waters thrown in.

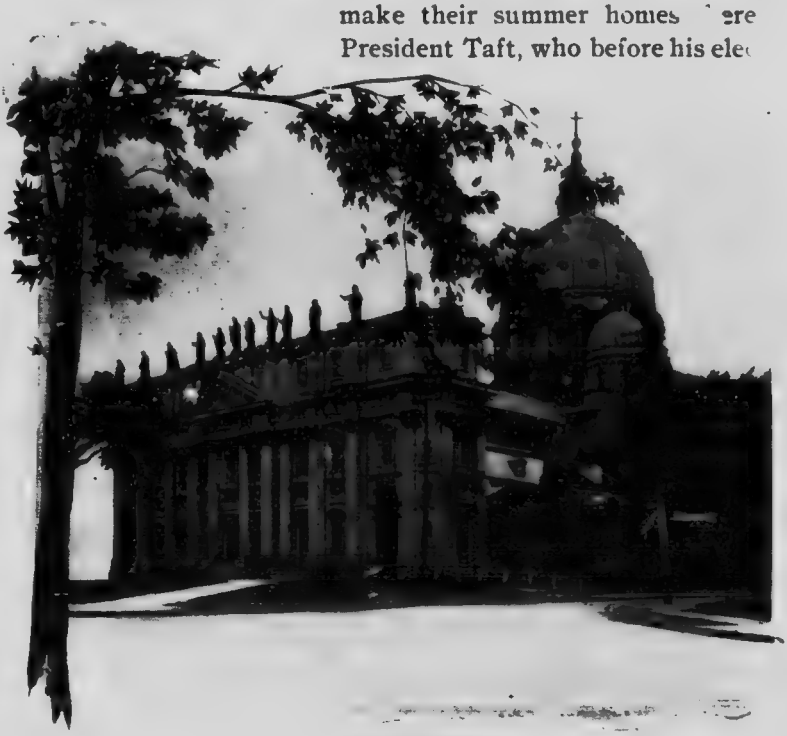
Quebec, New Brunswick, Nova Scotia and Prince Edward Island form one glorious summer land. The

The Provinces by the Sea.

increase of visitors from year to year is sufficient evidence that their natural attractions are becoming more appreciated. And the increase is particularly noticeable in the number of families who make their summer-homes at the many resorts by the sea, where accommodation can be obtained at a reasonable cost, and the sea-bathing and boating delightful and perfectly safe.

The Intercolonial Railway with its Western terminus at Montreal and main lines running to the Atlantic ports, St. John, Halifax and the Sydneys, traverses this portion of the Dominion. Its two through trains, "Maritime Express" and "Ocean Limited," are well and favourably known, and there is no exaggeration in the statement that for excellence of sleeping and dining car arrangements they are not surpassed on the continent.

What are known as the Lower St. Lawrence resorts, Murray Bay, Rivière-du-Loup, Cacouna, Bic, Little Metis, are in particular favour with residents of Montreal and other eastern Canadian cities, though many Americans make their summer homes here President Taft, who before his ele



St. James Cathedral.

Restigouche Salmon Club House, Matapedia Station, Matapedia, Que.

tion to that high office was a yearly visitor to Murray Bay, in a recent message to the Canadian people makes special mention of the fact and speaks in glowing terms of the benefits derived from his summer holiday, dwelling particularly on the "champagne air" and other noticeable effects of the generous St. Lawrence climate.

Matapedia Valley with its thirty miles of unrivalled beauty is traversed in daylight by the Ocean Limited.

Baie des Chaleurs, Straits of Northumberland, Bay of Fundy, backed by forests of spruce and pine, have unlimited possibilities for the yachtsman and deep-sea fisherman.

The Cascapedia, Metapedia, Upsalquitch, Resigouche Nipisiguit, Miramichi, Medway, Margaree and Mira are rivers so well known that their names have only to be mentioned to whet the appetite of any salmon and trout angler, while the forests abound in big game—moose, caribou, deer and bear.

St. John and Moncton with their tidal phenomena, Prince Edward Island with its abundance of surf bathing and all other summer enjoyments, Halifax, the Canadian naval and military station, the beautiful Cape Breton country can only be mentioned here as being ideal in every respect for a summer holiday.

"Storied Halifax," "St. John—The City of the Loyalists," "Prince Edward Island—the Garden of the Gulf," "Quebec—The Ancient Capital," "Fishing and Hunting," are the names of some of the descriptive booklets issued by the Intercolonial Railway, and free copies can be obtained at the Passenger Office, 130 St. James street, Montreal, or by writing to the General Passenger Department at Moncton, N.B.

The steamers of the Richelieu and Ontario Navigation Company leave Montreal every evening for a delightful night ride to the quaint old walled city of Quebec, returning the following evening, so that a pleasant day may be spent in Quebec, with two nights on the steamer. The surroundings of Quebec are also very interesting, and Montmorenci Falls and the shrine of St. Anne de Beaupré are well worth a visit.

Steamers leave daily for Prescott, thus affording an opportunity of viewing the most wonderful chain of canals in the world, and the exciting experience of shooting all the rapids on the return journey. The trip only occupies a day and a half.

Corner St. Denis and Craig Streets.

Montreal Board of Trade.

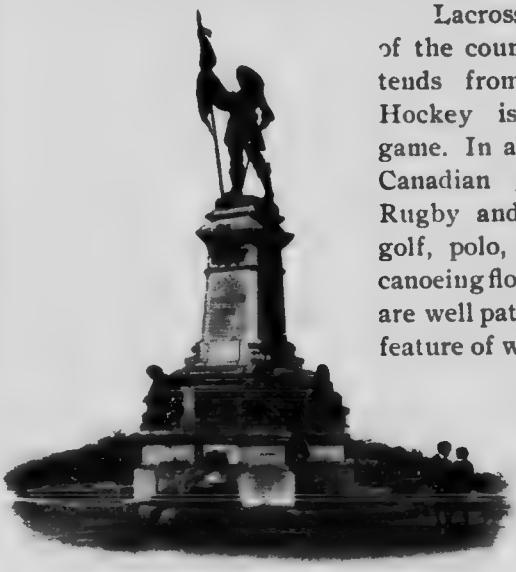
Another short trip of but a few hours' duration is by the steamer "Boucherville" down to the pleasant grove of Isle Grosbois and Boucherville. The trip to the town of Laprairie presents, both on the going and return journey, an excellent opportunity of viewing the gigantic Victoria Bridge.

When making the trip to Quebec, if time will permit, the tourist should not miss the opportunity of making a side trip down the picturesque Lower St. Lawrence and up the far-famed Saguenay River. The beauties of these two rivers are unequalled on the continent, the trip up the Saguenay being practically a trip through the mountains, not in a birch-bark canoe, but in a palatial steamer, replete with all modern improvements.

Montreal has much to offer in the way of recreation, being the sporting centre of the Dominion, and at all seasons of the year appropriate contests may be seen. In Montreal will be found pastimes peculiar to Canada, and in no other city on the continent are these peculiar games played with such skill. The Royal St. Lawrence Yacht Club held for many years the Seawanhaka International Challenge Cup, which is to twenty-five footers what the America Cup is to the gigantic ninety-footers.

Montreal a Sporting Centre.

There are a number of flourishing golf clubs on the outskirts of Montreal, and the game is very popular.



Statue of Maisonneuve, Founder of Montreal, 1642. Place d'Armes Square.

Lacrosse is the national game of the country, and its season extends from May until October. Hockey is the national winter game. In addition to these strictly Canadian games, football (both Rugby and Association), cricket, golf, polo, yachting, rowing and canoeing flourish, and all field sports are well patronized. Ice racing is a feature of winter sports; whilst for tobogganning and skating no city in the universe furnishes such opportunities for three months in the year.

Tourists are invited to call at the

Information Bureau of the Montreal Business Men's League. The advantages offered to strangers are free of charge, and correspondence receives attention.

The League would also be glad to give information as to the advantages of Montreal as a manufacturing centre. Side trips and accommodation may be arranged for; and information about the city and all Canadian places of interest furnished on application; shopping lists furnished and any information as to the above mentioned resorts can be obtained.

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Forty-five Minutes—One or two persons, 75 cts.	Three or four persons, $1.00
One Hour—One or two persons, $1.00	Three or four persons, $1.25
Each Subsequent Hour—One or two persons, 75 cts.	Three or four persons, $1.00

TWO-HORSE VEHICLES

Fifteen Minutes—One or two persons, 50 cts.	Three or four persons, 75 cts.
Thirty Minutes—One or two persons, 75 cts.	Three or four persons, $1.00
One Hour—One or two persons, $1.25	Three or four persons, $1.50

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For each trunk carried in any such vehicle, 25 cts. No charge is made for hand baggage.

When the drive exceeds half an hour, hour rate to be charged; fractions of hours for any drive exceeding one hour shall be charged at pro rata rates.

For drives between midnight and four o'clock in the morning, 50% shall be added.

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The tariff by time shall apply to all drives extending beyond the city limits, provided the engagement be made within said city limits.

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Leeming-Miles Building, corner Notre Dame St. and St. Lawrence Boulevard MONTREAL

Travellers wishing particulars concerning Montreal or any portion of Canada, can obtain same by applying to the Tourists' Information Bureau, either by letter or in person.

Telegrams and letters for tourists may be sent in care of the Information Bureau.

SHOPPING LISTS FURNISHED

Places of Interest in Montreal.

City Hall and Court House,
Château de Ramezay,
Bank of Montreal,
Canadian Bank of Commerce,
Bonsecours Market,
Post Office,
Monument National,
Custom House,
Board of Trade,
Stock Exchange,
Art Gallery,
Natural History Museum,
Our Handicrafts Shop,
Eden Musée,
McGill College,
Redpath Museum and Library,
Fraser Institute Library,
Royal Victoria Hospital,
Hôtel-Dieu,
Montreal General Hospital,
Western General Hospital,
St. James Cathedral,
Place Viger Hotel,
Notre-Dame Church,
Christ Church Cathedral,
St. James Methodist Church,
The Jesuits' Church,
Notre-Dame-de-Bonsecours,
Montreal College,
Jesuits' College,
Y. M. C. A. Building,
Y. W. C. A. Building,
Masonic Temple,
Grey Nunnery,
The Colonial House,
Birks' Building,
Laval University,
Desjardins' Building,
Notre-Dame Hospital,
Seminary of St. Sulpice,
Ogilvy Building, St. Catherine St.,
The Old Towers, Sherbrooke St.,
"La Patrie" Building,
Windsor Street Station,
Bonaventure Station.

Monuments.

Queen Victoria, Victoria Square,
Nelson's Column, Jacques Cartier Square,
The Immigrants' Monument, St. Patrick's Square,
Jacques Cartier, St. Henri,
Maisonneuve, Place d'Armes,
The Patriots' Monument, Cote-des-Neiges Cemetery,
Hon. John Young, Place Royale,
Mgr. Bourget, Dominion Square,
South African Soldiers, Dominion Square.
Sir John A. Macdonald, Dominion Square,
Chenier, Place Viger,
Cremazie, St. Louis Square,
Obelisk to the Founders of Montreal, Place Youville.

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